

Mr. Speaker, I ask my colleagues to join me in marking this occasion, and saluting Cindy Bowen.

STAY IN SCHOOL YEAR—  
CHANDLER, TX

**HON. JOHN BRYANT**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. BRYANT of Texas. Mr. Speaker, I call the attention of my colleagues and fellow Americans to the leadership role individuals and governmental groups have assumed in my district, the Fifth Congressional District of Texas, in stressing the importance of education to our young people—particularly in the city of Chandler.

The counties, cities, and towns of this congressional district have for decades mirrored the economic and educational makeup of our Nation, with farming being the economic foundation of the rural counties, while finance, manufacturing, and the service industries stoked the furnace of urban areas.

These traditional roles are now less defined throughout our Nation, and nowhere more so than in the district that I am privileged to serve. New technologies, boosted by the information explosion, have resulted in greater production from fewer individuals on lesser acreage, in dairy, beef, and farming operations.

The result is that, more than ever before, fewer and fewer people are able to work the land in exchange for a comfortable, rewarding living.

The answer to this challenge facing our youth is found in one word—education. It is an accidental illustration of the times that the boundaries of the Fifth Congressional District of Texas are defined by two of the Nation's leading institutions of higher learning.

Just to the north of the district is Southern Methodist University, a long-time Dallas fixture as a liberal arts college and graduate school that supplies the area with leaders in business, legal, and other professions. Just beyond the southern border is Texas A&M University, the Nation's premier land-grant educational system. Scientific breakthroughs within the A&M system have changed the face of agriculture for the better, while A&M graduates exert influence on virtually all phases of industry.

And throughout the fifth district community, private and State universities, and junior college systems enhance educational opportunities for students.

In the Fifth Congressional District of Texas the hardware is in place, the dedication is in place, and the commitment is in place to make sure our leaders in the next century will be at the very least the equals of their competitors in the world market.

An outstanding example of this dedication to excellence in education was recently exhibited in the city of Chandler, Anderson County, TX, thanks to the cooperative efforts of city leaders and the U.S. Army.

Mayor Winston Reagan introduced to the Chandler City Council a proclamation stating that 1995 be Stay In School Year in Chandler. It states:

Whereas, each and every young person in this country needs at least a high school

education for both financial and personal reasons, and,

Whereas, the United States Army, through its recruiters, is stressing for all U.S. youngsters to "stay in school and stay off drugs" because an education provides the best opportunities, whether in enlisting in the Army or working at a civilian job; and,

Whereas, Army recruiters will serve as role models for youth and will provide programs encouraging youngsters to stay in school, I, Winston Reagan, Mayor of Chandler, Texas, hereby proclaim 1995 as "Stay in School Year."

I commend Mayor Reagan, the City Council of the City of Chandler, the citizens of Chandler, the U.S. Army and its recruiters for their concerted and cooperative efforts to stress the importance of education, and recommend that their example be followed throughout our Nation.

TRIBUTE TO GEORGE HERMAN  
"BABE" RUTH

**HON. BENJAMIN L. CARDIN**

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. CARDIN. Mr. Speaker, I rise today in recognition of George Herman "Babe" Ruth's 100th birthday. In Baltimore, MD, they are celebrating this historic occasion in the house where he was born.

They are celebrating a man who was larger than life, one of America's true heroes. A man who, many claim, "saved" baseball. They are celebrating a man who earned his nickname "The Sultan of Swat" by creating new standards for baseball players and setting extraordinary batting records, many of which still stand today and none of which were broken in his lifetime.

They are celebrating not just the baseball accomplishments and records of a legend. They are celebrating Babe Ruth the Baltimorean; Babe Ruth the devout Catholic, Babe Ruth the devoted son, Babe Ruth the friend to every kid he ever met. Above all, they are celebrating Babe Ruth the man.

I am proud to be from Baltimore and proud to say that George Herman "Babe" Ruth, born at 216 Emory Street in Baltimore, MD on February 6, 1895, is a native son, long to be remembered not only for his athletic ability, but also for the goodness of his heart.

TRIBUTE TO LORRAINE PACE

**HON. GARY L. ACKERMAN**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. ACKERMAN. Mr. Speaker, I ask you and my colleagues in the House of Representatives to join me in congratulating Lorraine Pace on the occasion of her induction into the Suffolk County Women's Hall of Fame.

Mrs. Pace's induction is the culmination of her public and private dedication to the survivors of breast cancer. Her tireless activism has made her a role model and an inspiration for all women.

A Long Islander who is all too aware of the high incidence of breast cancer on Long Island, Lorraine continues to be at the forefront

of the fight against breast cancer in Suffolk County. As the breast cancer education specialist at the Stony Brook University Medical Center, Mrs. Pace is uniquely qualified to lead this fight that all too many women on Long Island and throughout this Nation must face in their lifetime. The American Cancer Society estimates that 182,000 women were diagnosed with breast cancer last year alone. Approximately 46,500 women died from the disease in 1994.

As the fight to prevent, and find a cure for breast cancer goes forward, Lorraine Pace takes an honored place in the Suffolk County Women's Hall of Fame.

I ask all my colleagues in the House of Representatives to join me in congratulating Lorraine Pace on her induction and lauding her for many years of work on behalf of the women of Suffolk County.

HONORING THE MID-HUDSON UNIT  
OF IRISH NORTHERN AID

**HON. MAURICE D. HINCHEY**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. HINCHEY. Mr. Speaker, I rise today to ask my colleagues to join me in recognizing the accomplishments of the Mid-Hudson, NY, unit of Irish Northern Aid, commemorating 25 years of support for Irish-American causes. On February 11, the Mid-Hudson unit will come together not only to celebrate the success of the current peace process, but also to pay tribute to several outstanding local citizens who are dedicated to furthering the Irish-American political agenda, principally among them, my friend Tom Hoffay.

Tom Hoffay has been an outspoken advocate for issues of significance to Northern Ireland and has been responsible for the success of many celebrations and events here in the Hudson Valley. He is committed to seeing that our country plays the vital and pivotal role that it is capable of in order to effect lasting peace in Northern Ireland. His dedication to peace through justice is to be commended and should be echoed by all.

I am honored to ask my colleagues to unite with me in expressing support for the Irish-American community on the occasion of the 25th anniversary of Irish Northern Aid.

AMTRAK ROUTE CLOSURE AND  
REALIGNMENT ACT OF 1995

**HON. FRANK R. WOLF**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. WOLF. Mr. Speaker, I am today, along with Mr. BARTON, Mr. ARMEY, Mr. DELAY, Mr. PACKARD, Mr. FOX, and Mr. ENGLISH, introducing the Amtrak Route Closure and Realignment Act of 1995. Before I elaborate on this legislation, I want to say that this is not an attempt to eliminate passenger rail service in the United States.

This is an attempt to save it. This bill is about an economic rebirth of a system headed for financial disaster—a disaster that would

loom large even if the American taxpayers were willing to continue present subsidies. And they are not.

When the private railroads turned over their passenger business to the Government in 1971, Congress made what was referred to as a one-time grant of \$140 million for startup help. More than two decades later, a total of about \$15 billion in taxpayer assistance has been granted to Amtrak.

This legislation seeks to achieve the evolution of a passenger rail network in this Nation which can be viable on greatly reduced taxpayer subsidies. Current Federal subsidies for Amtrak, including operating, capital, and mandatory retirement payments, total more than \$1 billion annually. Of that total, nearly \$400 million is for operating subsidies. The goal of this legislation would be to reduce and possibly phase out the operating subsidies over a 5-year period.

In December, the Amtrak Board of Directors took very positive action in announcing some route closings, truncations, and frequency reductions. But these realignments were targeted only at dealing with the current revenue shortfall of about \$200 million. These decisions, painful as they were, represent just the first step. Much more remains to be done.

Since some of Amtrak's unprofitable routes have been mandated by Congress, it is imperative that Congress provide Amtrak with the assistance needed to reinvent this system into one that is operated under strict business principles.

My legislation would remove the painful decisions that must be made from the political realm and place them in the hands of an independent Commission modeled after BRAC, the Base Realignment and Closure Commission. The Total Realignment of Amtrak Commission [TRAC] would conduct an economic analysis of the entire Amtrak system and hold public hearings around the country to ensure that the public and other stakeholders were given the opportunity to be heard. This would be as fair a process as humanly possible with the end goal to make recommendations on route closings and other realignments urgently needed to ensure the survival of a passenger rail system in America.

In addition to economic data, TRAC would also review nonmonetary data such as the contributions made by certain routes toward alleviation of airport congestion, pollution abatement, and energy conservation. This Commission would also examine alternative modes of transportation in rural areas, as well as look at uses communities could make of abandoned rail lines.

Under my legislation, no segment of the Amtrak system would be exempt from review, including the Northeast corridor. TRAC would also examine the ridership forecasts and other assumptions underlying the Northeast corridor, particularly with respect to the continuation of the electrification of this corridor from New Haven to Boston, a project that will demand large subsidies in future years. This is about a \$2 billion project, with nearly \$500 million already expended.

The recommendations of this Commission would not be limited to a system which offers national, interconnected service. After the completion of systemwide economic analysis, the Commission could find, for example, that the only system which can be justified to the taxpayers is one that provides regional serv-

ices. However, connectivity could be an option examined by States along currently unprofitable long haul routes. If States would decide to continue service along such routes slated for closure, State officials could contract with Amtrak to continue service, possibly using flexibility under block grants.

I would point out that, under current law, this Commission would face a difficult dilemma. Because the Rail Labor Protection Act mandates payment of 6 years of full benefits to any rail worker who loses a job due to a route closing, many of the most unprofitable routes would cost more to close than to keep them limping along at a loss. In fact, under the 30-mile rule also in current law, an Amtrak employee is entitled to demand the full severance package if he is merely relocated 30 miles or more. No union workers in the private sector are afforded such generous severance compensation, and these astronomical costs are one of the reasons that every trip on this system costs American taxpayers \$25.

My colleague, Mr. BARTON of Texas, has reintroduced his legislation to remedy this dilemma by limiting such severance benefits to 6 months and by eliminating the so-called 30-mile rule. I am supporting my colleague's bill and its speedy enactment would be very helpful to the decisions which would have to be made by the route closing Commission.

After conducting a complete, systemwide, economic review, TRAC would present its recommendations to Congress. The Commission's recommendations would then be considered by Congress under an expedited timeframe with no amendments permitted and an up-or-down vote.

The members of TRAC would be appointed by the President and by the majority leadership in the House and Senate, in consultation with minority leadership in both bodies. My legislation calls for the membership of the Commission to be comprised of individuals with expertise in rail finance, economic analysis, legal issues, and other relevant areas. Also serving on the Commission would be the Secretary of the U.S. Department of Transportation, one representative of a rail labor union, and one member of rail management.

In conclusion, Mr. Speaker, I would reiterate that saving passenger rail service in this country requires objective analysis and urgent remedies. And, I believe it has to be a system that we can justify to the taxpayers.

#### TRIBUTE TO COL. WILLIAM F. GABELLA

#### HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to congratulate Col. William F. Gabella, who recently received his Master of Law (LLM) in Air and Space Law from McGill University in Montreal, Canada.

Mr. Speaker, as Colonel Gabella receives his degree, I would like to join his colleagues, family, and friends throughout the community of Canon City in congratulating him. Colonel Gabella is an individual whom I greatly admire and respect, and I am pleased to salute him on this important occasion.

This amazing accomplishment was arrived at by hard work and great intelligence. Colonel

Gabella is a credit to Colorado and I'm proud to say he resides in my congressional district.

My best wishes to Colonel Gabella and his family. He has made all who know him proud.

#### A TRIBUTE TO PHILLIP L. WILLIS, AN AMERICAN HERO

#### HON. JOHN BRYANT

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Monday, February 6, 1995*

Mr. BRYANT of Texas. Mr. Speaker, one can tell a lot about a man by what he chooses to do with his life. And Phillip LaFrance Willis was an American hero who chose to live his to the fullest.

This much decorated veteran of World War II died of leukemia on Friday, January 27, 1994, at his home in Dallas.

Phil Willis, major, U.S. Air Force, retired. That is how he will be best remembered. And that is the way he would want to be remembered.

At daybreak on December 8, 1941—the morning after the day of infamy—23-year-old Second Lieutenant Willis, wearing his cowboy boots as he patrolled a beach near Pearl Harbor, captured America's first enemy prisoner of World War II.

Until his retirement as a 28-year-old major as a result of combat injuries in 1946, Phil Willis served with distinction as a B-17 bomber pilot through the Battles of Midway, Guadalcanal, the Coral Sea, New Guinea, and New Britain.

In 52 missions, he was credited with sinking four ships, including one of Japan's largest troop transports, and a submarine and shooting down eight enemy aircraft. He walked away from two downed bombers in the Pacific without losing a crewmember.

His service earned him more than 20 decorations, making him among the most decorated Texas pilots of the war and winning him a place in the Army Air Corps Hall of Fame at Brooks Field in San Antonio.

Born in Kaufman County, TX, on August 2, 1918, Phil Willis did not confine his patriotism to military service.

Throughout his 76 years, Phil Willis was devoted to his country, his community, and his fellow citizens. Whether in uniform, in appointed or elective public office, in community and veterans organizations, or in private life, he was devoted to public service. Loyalty always guided him.

While working to earn his 1948 undergraduate degree from North Texas State University, now the University of North Texas, the young veteran was elected to the Texas House of Representatives from Kaufman County, where he served two terms.

Simultaneously elected to the Texas Legislature, Phil and his brother, Doyle Willis, who continues to serve with distinction, are the only two brothers to have served together in the Texas House of Representatives.

Phil Willis also served as a member of the San Antonio Zoning and Planning Commission and was a Texas Centennial Statehood Commissioner. As a real estate broker, builder, and developer, he was always active in professional and business affairs.